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[670]

Hongkong Daily Press.

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[a342]

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[a472]

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In Casks 375 lbs. net \$5.50 per cask ex Factory
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Hongkong, 29th April, 1908. [a728]

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TIME TABLE.

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7.00 a.m. to 10.00 a.m. Every 10 minutes.
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11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
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10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noont. Every 15 minutes.
12.00 Noont. 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
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Hongkong, 1st April, 1909. [a476]

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Length on Keel-Blocks. Breadth at Entrance on Bottom. Depth of Water on Keel-Blocks.
No. 1 510 ft. 77 ft. 26 ft.
3 Dry Docks No. 2 350 ft. 53 ft. 24 ft.
No. 3 714 ft. 88 ft. 34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always ready at short notice.

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The Floating Shearlegs, capable of lifting 40 ton weight. [a689]

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All other Manufactures of Fluids for a Guarantee of the Germicidal Strength of their products (in relation to Pure Carbolic Acid) under the Standard Test on Typhoid Germs, and then compare the result with our HYCOL. This is the only way you can arrive at the Germ Killing Properties and at the true value of a Genuine Disinfectant Fluid.

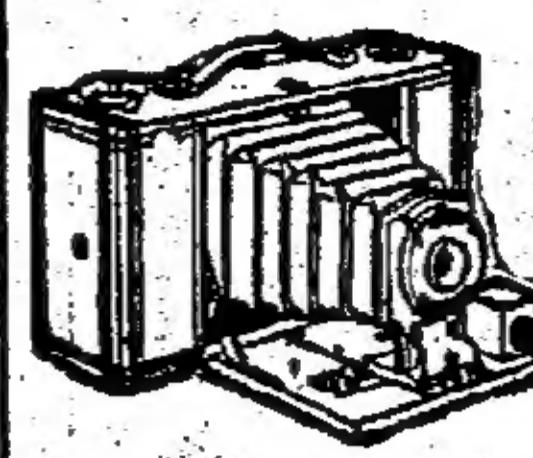
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Hongkong, 1st April, 1909. [a1133]

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[a26]

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TELEGRAPHIC ADDRESS "COMFORT,"
Hongkong.
Hongkong, 16th April, 1910. [a542]

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"Brasde," 20, Macdonell Road,
Hongkong, 4th December, 1907. [a56]

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Both Hotels electrically lighted, and under
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[a1623]

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THE Hotel is under European manage-
ment and most strict supervision as to
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All comforts of a home.

A most pleasant retreat for those desirous for
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Comfortable accommodation for travellers
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Macao is 40 miles south-west of Hongkong.

Two steamers (s.s. *Sui An* and *Sui Tai*) daily to
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from Canton, give easy communication with
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ONLY communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
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No anonymously signed communications that have already appeared in other papers will be accepted.
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The Daily Press.

HONGKONG, AUGUST 15TH, 1910.

THOSE who have closely followed the history of the negotiations with regard to the gradual diminution of the import of Indian opium into China will recollect that an undertaking was given by the Indian Government for the reduction of the export of opium to China by one-tenth part every year, starting in 1908. In view of the doubt which then prevailed respecting the ability of China to implement the promises she made to annually reduce the cultivation of native-grown opium, it was provided in the undertaking which the British Government gave to China that after three years the position should be reviewed, and if it were found that there had been no corresponding reduction in the production of native-grown opium, it would then be open to the British Government to consider whether any further reduction in the export of opium from India should be made.

The time has now arrived for the consideration of this matter, and we note that in giving in the House of Commons a fortnight ago an outline of the Indian Budget the Under Secretary of State made reference to this question. China, he said, claimed that she had reduced her production by "more than three-tenths." "There is no absolute proof," Mr. Montagu added, "but there is no reason to doubt it"; and therefore the Indian Government, while waiting the production of statistical proofs, has offered China an

extension of the agreement for another three years on the understanding that at the expiry of this second period the position will be reviewed in the light of the statistics which it is hoped will then have been obtained. At the Conference on the Opium Question held at Shanghai it was officially admitted that China could supply no satisfactory statistical proof of what had been accomplished, and we are inclined to think that the same admission will have to be made again in 1913 if proof is then demanded from the Chinese Government. Towards the end of last year it was suggested by Sir John Jordan that two members of the Indian Service should be appointed to make a tour of investigation in the opium growing districts of China and report upon the subject. That inquiry has now been set on foot under the competent direction of Sir Alexander Hoare, whose extensive travels in China has given him an acquaintance with the country which peculiarly fits him for the task. It is on the results of this inquiry that the Indian Government must perform chiefly rely, though we think it will be generally agreed that the accounts which have been forthcoming from travellers in all parts of the Empire during the past three years preclude the entertainment of any doubt regarding China's claim that she has reduced her cultivation by three-tenths. It seems a modest computation for we have been accustomed to statements by Chinese officials that the cultivation of opium has been "practically suppressed." Possibly the Chinese Government, not being in a position to furnish reliable statistics, considered that it could justly claim to have reduced native production at least to an extent corresponding to the proportion by which the export of opium from India has been reduced. It is interesting to learn from Mr. Montagu's statement in Parliament that, contrary to many published statements on the subject, China has not suggested any reduction of the period of ten years which she originally proposed for the extinction of the trade. Mr. Montagu's remarks on this point clearly announce that the Indian Government would be extremely reluctant to entertain any proposal for the shortening of the period, because any alteration, he explained, would involve serious administrative and financial considerations, and possibly put an intolerable strain upon the temper of the Indian taxpayers and cultivators of poppy and upon relations with Native States. Though little is heard on the subject, we imagine that the Chinese Government also is finding that over-hasty action involved in the opium-growing provinces "administrative and financial considerations" of a far more serious character than the advocates of immediate suppression stopped to contemplate. What purpose the further Conference at The Hague in November is intended to serve, we do not know, but the main consideration which prompted the proposal seems to have been the shortening of the period for the extinction of the trade in opium. To this the British Government is clearly opposed, and the Under Secretary of State for India has publicly intimated that the Government cannot agree to a discussion of our diplomatic relations with China. If the Conference takes place its deliberations are therefore likely to be concerned chiefly with the exportation of morphine and cocaine to China—a subject on which the British Government seems desirous of learning the views of the Powers concerned.

Recent investigation discloses that there are two British, eighteen American and seven Chinese physicians practising in Korea.

H.M.S. *Aetra* arrived in port on Saturday from the North. She is flying her paying-off pennant.

The name of Mr. Beriel Skor, has been added to the register of chemists and druggists in the Colony.

The seven men suspected of being Colowan pirates again appeared before Mr. E. H. Halifax at the Magistracy on Saturday and were remanded.

The owner of the steam launch *Bailey* was on Saturday at the Magistracy fined \$10 for having failed to exhibit the licence in a conspicuous part of the cabin.

A Peking telegram says that, since his return to Peking from Europe, Prince Tsai Tso has urged the removal of the queue. There is however, much opposition to the suggestion.

An American visitor was summoned on Saturday by an Indian watchman at the Hongkong Hotel for assault. His Worship did not believe the story told by the complainant and dismissed the case.

His Excellency the Officer Administering the Government-in-Council has been pleased to direct that a book or books, to be entitled the Copyright Register, shall be kept by the Registrar-General in his office.

The coxswain of the steam launch *Sibyl*, which is used by the health officer of the port was at the Magistracy on Saturday fined \$5 for having failed to exhibit light at 4:30 in the morning.

For the purpose of laying out the area in terraces for future interments an order is to be made on January 29th, 1911, by the Governor, directing the removal of all graves in Section A of the Ma Tan Wai cemetery.

Amended regulations made by the Officer Administering the Government-in-Council by which benzine is included in case oil rates, while the conditions of a licence to store benzine are also set out in detail, are published in the Gazette.

At the Magistracy on Saturday a Chinese was charged with having on the 30th December last falsely represented himself as having a share in two houses in Wan Chai, on the strength of which he obtained a loan for \$1,000. The hearing was adjourned for a week.

The Marine Magistrate (Hon. Commander Basil Taylor, R.N.) on Saturday heard the complaint of the master of the *s.s. Cessus* against Timothy Murphy and George Robertson, two seamen, for deserting from the ship on Thursday. The defendants were found guilty and sentenced to three weeks' hard labour.

A sequel to the explosion of dynamite in Kobe Harbour last April is a suit brought by the Kobe Gas Company against Messrs. C. Nickel & Co., Ltd., Kobe, claiming from the latter the sum of Y13,697.38, compensation for damage in which plaintiffs were involved as a result of the explosion. The suit is now occupying the Kobe Court.

The Governor of Hunan has reported to the Throne that, in consequence of the Changsha riots, the people are brought to a destitute pass, and unless a large fund be raised to initiate some industry to provide work as a measure of relief, trouble cannot be averted. The Ministry of Finance has directed that the indemnity of \$1,800,000 shall be borrowed from the banks, but repaid by the Hunan province, without responsibility to the Ministry.

A week ago an N.Y.K. steamer brought from Vladivostok to Kobe nineteen horses and thirty dogs, to be used in the South Polar Expedition, under Commander Scott. Mr. Bruce, until recently Chief Officer on board the *P. & O. Oriental*, and Mr. Mearns, who has been member of several expeditions into the interior of China, are also in Kobe en route to New Zealand to join Commander Scott. The horses and dogs (which are being looked after by three Russians) are to be taken to Australia by the N.D.L. steamer *Prins Waldemar*, now in port.

Baron Shigeno Kiyotake, a young man of 23, has just left Kobe for France for the study of aviation, for which purpose he is sacrificing all his property. This gentleman is the eldest son of the late Lieutenant-General Baron Shigeno, and has taken great interest in the study of balloons and airships from childhood. He at first decided to devote his life to military service, and entered the Junior Military College, but was forced to give up his ambition through ill-health. In 1906 he entered the Tokyo Imperial Academy of Music and completed the whole course last year. He is said to have studied music in order to be able to earn his own living in the event of his funds being exhausted before he has succeeded in finding or completing a perfect and practical airship. A younger brother of the Baron is studying in America.

Messrs. Ellis & Ellis of Hongkong in their latest weekly Rubber Share Circular state—The continued heavy fall in the price of the raw material, quoted at 8/9 per lb. last week, to 7/9 for Para and 6/9 for Plantation Rubber on 10th instant, absolutely paralysed business in the share market and quotations dropped in sympathy. The further fall in prices was arrested yesterday when inquiries from London for sterling stocks sent quotations up several points from the lowest rates touched earlier in the week. The rise of Para rubber to 8/10 per lb. to-day further helped to stiffen sterling-quoted shares, and the market closed with a decidedly firmer tone. Business during the week, however, was restricted to the low-priced stocks, several transactions having taken place at current quotations. The downward slide of Singapore-dollar stocks continues unchecked and, generally speaking, they have reached a level so as to become temptingly profitable investments. The remark applies, of course, to the companies already producing rubber, but not to those that have only recently emerged from the embryonic stage.

CATS AND PLAGUE PREVENTION.

PROPOSED "OBANT IN AID" IN KOREA.

It will be remembered, says the *Japan Chronicle*, that on the occasion of the visit to Japan of the late Dr. Koch, the eminent bacteriologist was asked his opinion as to the best means to be adopted for the prevention of plague. Dr. Koch recommended the keeping of cats as an excellent means of destroying rats. At a meeting on Wednesday (3rd instant) of the Kobe Municipal Council a scheme was adopted for encouraging the citizens of Kobe to keep cats in their houses for the destruction of rats. This scheme, together with other measures, is to be considered at a meeting of the Municipal Assembly to-day, the 5th instant.

It is proposed to grant a sum not exceeding 50 sen for each cat which has increased 4 oz. in weight since its birth. It is estimated that the scheme will involve an annual expenditure of Y5,380. The number of cats in Kobe entitled to the grant so far is estimated at 10,560, and the total amount of money to be granted on their account is estimated at Y5,230, in addition to which there is an item of Y100 for carrying the scheme into operation. The vote of this amount will be asked as a supplement to the municipal expenditure for this year, and it is proposed to draw the money from the surplus of revenue for last year.

It may be noted that an annual tax of Y2 is imposed on each dog in Kobe, and as many dogs are quite as useful as cats in catching rats and other vermin, it would seem that dog-owners will have a grievance against the preference given to cat-owners.

A Peking telegram says that, since his return to Peking from Europe, Prince Tsai Tso has urged the removal of the queue. There is however, much opposition to the suggestion.

An American visitor was summoned on Saturday by an Indian watchman at the Hongkong Hotel for assault. His Worship did not believe the story told by the complainant and dismissed the case.

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TELEGRAMS. TELEGRAMS.

[Protected by the Telegraph Message
Copyright Ordinance, 1894.]

[BUREAU'S SERVICE TO THE "HONGKONG
DAILY PRESS."]

NEWFOUNDLAND FISHERIES
DISPUTE.

LONDON, August 12th.

It is reported from The Hague that the arguments in the arbitration proceedings concerning the Anglo-American Newfoundland fisheries dispute, which have been in progress since June 6th, have concluded, and that judgment is expected on September 1st.

REFORMS IN PERSIA.

LONDON, August 12th.

Reuter's correspondent at Teheran telegraphs that the Cabinet is proposing the employment of foreign advisers, and suggests that Frenchmen should be attached to the Department of the Interior, Italians to the Gendarmerie and Egyptians to the Department of Justice.

THE BRITISH MILITARY
SENSATION.

LONDON, August 13th.

Lieutenant Sutor, R.G.A., who was arrested for publishing a pamphlet entitled "Army System, or why we muddle through millions during peace," has been released from close arrest.

The pamphlet, which is selling freely, is in great demand.

AVIATION RECORD.

LONDON, August 13th.

Mr. Drexel attained an altitude of 6,750 feet at the Lanark Aviation Meeting. This is an official world's record.

DEATH OF AN AMERICAN
PHILANTHROPIST.

LONDON, August 13th.

The New York philanthropist, Mr. Robert Treat Paine, who was the president of the American Peace Society, is dead.

BRITISH CRUISE STRANDED.

LONDON, August 13th.

The British cruiser "Duke of Edinburgh" stranded during fog on a ledge off Stont Hermes on the Isle of Wight.

Her position is considered dangerous.

[The *Duke of Edinburgh* is an armoured cruiser of 13,550 tons and possessing a speed of 25 knots. The only other ship of this class is the *Black Prince*.]

DEATH OF EARL SPENCER.

LONDON, August 13th.

Earl Spencer is dead.

[Earl Spencer, who was born in 1835, was Groom-in-Stole to the Prince Consort from 1859 to 1861, and subsequently to the Prince of Wales. He was Viscount of Ireland on two occasions, the first being from 1869 to 1874, and the second from 1882 to 1885. He successively filled the offices of President of Council and First Lord of Admiralty, while he was also the keeper of the Privy Seal of the Duke of Cornwall and was Chancellor of Victoria University.]

S. M. S. "LEIPZIG."

Great interest, says the *N.Y. Daily News*, was taken in the arrival of the German third-class cruiser *Leipzig*, when she took up her moorings almost opposite the Customs House on Saturday morning, the 5th inst., as she is one of the fastest, if not the fastest vessel, seen up the river. The *Leipzig* has a speed of twenty-three knots.

Compared with vessels of the same class of other nations, this is high, and indicates the value that is now being attached to speed. Her displacement is 3,200 tons, and her draught is only 16 ft., another important factor in the construction of man-of-war. She is really a modern vessel, for she was laid down in 1905 and launched in the following year, her cost being £234,500. Some comparisons may be interesting. The *Aetra*, also a third-class cruiser, has a displacement of 4,360 tons, and a draught of 19 ft., with a speed of 19.75 knots.

The *Flora*, a sister ship to the *Aetra*, has a slightly diminished speed, viz., 19.5 knots.

In point of speed the *Leipzig* is exceeded by H. M. S. *Minotaur*, 23.01 knots, and H. M. S. *King Alfred*, 23.46 knots, but these vessels have not ventured up river.

Correspondence relative to the limewashing contract.

[List of legal proceedings taken by the Department against persons for breaches of the Public Health and Buildings Ordinances, 1903-1909, for the month of July, 1910.

COMPANY REPORT.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

The Report and Balance Sheet of this Company for half-year January 1st-June 30th 1910, is as follows:

Gentlemen.—The directors beg to submit Report and Balance Sheet for the half-year ended 30th June, 1910.

After paying expenses, interest, Crown rent, insurance, legal expenses, directors and auditors' fees, and all charges, there remains a net profit for the half-year's working of \$16,174.14

Added to which is the sum brought forward from last account ... 132,765.92

Leaving available the sum of \$149,940.06

During the six months we completed 13 vessels consisting of steam launches, motor boats and lighters, also several marine boilers and a large amount of forgings and castings. Presently under construction we have 2 steamers, 4 steam launches, 2 motor boats, 16 railway carriages, also a large number of marine boilers, four of which are for the s.s. *Hungshan*.

Service launch K13 has been sold at a profit.

The work on No. 1 Dock Extension has proceeded rapidly, all excavation being practically finished. The Dock's dimensions are now sufficient to accommodate the largest ships visiting Hongkong.

It will be noticed that the sum of \$221,000 hitherto standing at the credit of No. 1 Dock Extension Account, has been transferred to reserve, this being possible by the Company having paid all expenses against the extension out of revenue.

HENRY KESWICK, Chairman.

Hongkong, 9th August, 1910.

BALANCE SHEET: 30TH JUNE, 1910.

LIABILITIES.	

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 33. Telephone No. 12. Telegraphic Address: PRESS CODE: A.B.C. 6th Ed. Iaibar's.

NEW ADVERTISEMENTS

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship "ARCADIA," Captain S. Barcham, will leave for the above place, on THURSDAY, 18th inst., at Daylight. For Freight or Passage, apply to

E. A. HEWETT,
Superintendent.
Hongkong, 15th August, 1910. [1]

S.S. "VILLE DE LA CIOTAT,"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNIERS of Cargo from London or s.s. "Dordogne" and "Matapan" from Havre or s.s. "Matapan" from Bordeaux ex s.s. "Verboekine" in connection with above Steamer, are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 22nd inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 23rd inst., or they will not be recognized.

All damaged packages will be examined on the 22nd inst., at 3 p.m.

No Fire Insurance has been effected.

P. THOMAS,
Agent.
Hongkong, 15th August, 1910. [2]

VIENNA CAFE CO.
(1910). LIMITED
(RECONSTRUCTED).

QUEEN'S ROAD CENTRAL,
(Opposite Post Office.)

A FIRST CLASS
RESTAURANT

(TABLE D'HOTE OR A LA CARTE)
AFTERNOON TEAS, ICES, LIGHT
REFRESHMENTS.

SPECIALLY SELECTED BRANDS OF
WINES, SPIRITS, BEERS, &c.

AN EXTENSIVE MODERN BAKERY.
A FRENCH CHEF.
Hongkong, 23rd July, 1910. [855]

THOUSANDS OF DOLLARS ARE
SAVED BY THE EXPENDITURE
OF AS MANY CENTS

By the Use of
SOLIGNUM.
the Wood and Brickwork Preservative which
really does what is claimed for it. IT IS
ABSOLUTE DEATH TO THE WHITE
ANT.

Extensively used by the British Government
at Home and Abroad, by H.M. War Department
at Hongkong, the Imperial Maritime Customs
and all large local concerns.

Prospectus samples and all information from
the General Agents.

SIEMSEN & Co.
(Machinery Dept.), Hongkong.
748]

C H E E S E

CHOICE
CANADIAN STILTON

60 CENTS PER LB.

THE

DAIRY FARM CO., LTD.
[42]

NEW CARTRIDGES.

BY popular English Manufacturers. In
all Bore and Sizes.

SMOKELESS POWDERS and CHILLED
SHOTS. From No. 10 to SSSG, at \$6, \$7 and
\$7.50 per 100, SPORTING EQUIPMENTS
and AIR GUNS in Variety.

Inspection Invited.
WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [545]

**AUTOMATIC BROWNING
POCKET PISTOLS.**

CALIBRE 7.65 mm.
With CHAMBER for 3 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & Co.
Hongkong, 6th March, 1907. [574]

PUBLIC COMPANIES

**HONGKONG & SHANGHAI BANKING
CORPORATION.**

NO TICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 20th day of August, 1910, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1910.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 8th August to SATURDAY, the 20th August 1910 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,
N. J. STABB,
Acting Chief Manager.
Hongkong, 3rd August, 1910. [897]

CHINA SUGAR REFINING CO., LTD.

NOTICE.

IN Accordance with the Provisions of No. 121 of the Articles of Association, the General Agents have this Day Declared an INTERIM DIVIDEND of 5% for the half-year ending 30th June, 1910, on the Paid-up Capital.

DIVIDEND WARRANTS, Payable on TUESDAY, the 30th August, 1910, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from 17th July to 30th August, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Agents.
Hongkong, 12th August, 1910. [936]

FOR SALE

ON SALE

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.

PRICE - - - \$3.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1910. [316]

FOR SALE

REMAINING Portions of MARINE LOTS 31 and 36, at PRAYA EAST. Approximate Area, 45,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT

No. 285

EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply— G. FENWICK & Co., Ltd., ENGINEERS, &c., PRAYA EAST, HONGKONG. Hongkong, 8th June, 1906. [84-168]

A LING & CO.
19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [546]

SINGON & Co.

IRON, Steel, Metal and Hardware Merchants Wholesalers and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET, (2nd St. west of Central Market). Telephones No. 515. [495]

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL FIELDS Co., Ltd., who are prepared to Supply FRESH COAL straight from the Mines Steamer load at the Wharves. Quick despatch Telegrams: "Labor Labuan." BRADLEY & Co., Agents. Hongkong, 12th August, 1909. [531]



MITSU BISHI GOSHI KWAI SHA.
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIMA OCHI, MUTADE HOJO, NAMAZU, BATO, SHINNEW and KAMIYAMADA, Coaleries.

SOLE AGENTS for KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable address for above: "IWASAKI" Codes, Al, ABC 5th Ed., Western Union.

AGENCIES—

YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. GEARING & Co. MANILA: Messrs. MACDONALD & Co.

For Particulars apply to

H. OISHI, Manager.

No. 2, Pedder Street, Hongkong, 9th January, 1909. [574]

AUCTIONS

G. R.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held TO-DAY (MONDAY), the 15th day of August, 1910, at 3 p.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCE THE OFFICER ADMINISTERING THE GOVERNMENT, of One Lot of CROWN LAND at the Peak, in the Colony of Hongkong, for a term of 75 years, commencing from 10th December, 1877.

[914]

PARTICULARS OF THE LOT.

Lot No.	Boundary	Measurements.	Contents	Square feet	Annual Rent	Upset Price
Lot No. 123.	Building, Rural, Residential, etc.	x	x	20,000	100	2,000

G. R.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, TO-MORROW (TUESDAY) and WEDNESDAY, the 16th and 17th August, 1910, at 10 A.M. each day, at H. M. NAVAL ESTABLISHMENT, SUNDRY ODD and SURPLUS NAVAL and VICTUALLING STORES, comprising:

OLD and SURPLUS NAVAL STORES—CHAINS, WOOD BLOCKS, HOSES, TOOLS, OLD IRON and METALS, OLD MACHINERY, ELECTRIC CABLE and GEAR, WOOD BOXES, LEATHER, COAL SACKS, OLD INDIA RUBBER, OLD BOATS, FURNITURE, CARPETS, SURGICAL INSTRUMENTS, CORDAGE, PAPERSTUFF, &c., &c.

OLD and SURPLUS VICTUALLING STORES—PROVISIONS, Seamen's CLOTHING, BLANKETS, MESS TRAPS, IMPLEMENTS, STAVES, and a quantity of ELECTRO-PLATED ARTICLES, &c., &c.

Catalogue will be issued.

Lots will be on View on afternoon of August 15th.

TERMS OF SALE.—As Customary.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 3rd August, 1910. [900]

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS AT 31st DECEMBER, 1909 £19,875,357.

Authorised Capital £6,000,000

Subscribed Capital £3,275,000

Paid-up Capital £1,212,500

Fire Funds £3,488,136

£6,7

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS

against FIRE and MARINE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 19th July, 1910. [783]

TO LET

AT THE PEAK.

A HOUSE, in Knutsford Terrace.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st August, 1910. [325]

TO LET.

No. 16, WYNDHAM STREET. From

1st September, 1910.

Apply to—

E. A. & C. E. de CARVALHO,

14, Arbuthnot Road.

Hongkong, 8th August, 1910. [913]

TO LET.

No. 14, SEYMOUR TERRACE, from

1st July.

Apply to—

COMPRADORE DEPT

BENGER'S
FOOD

is for Infants and Invalids
and for those whose digestive
powers have become weakened by
illness or advancing age.

If the digestive functions, however weak, can do
any work at all they should be given work to do to the
extent of their powers. In the easy process of its preparation
the digestibility of Benger's can be regulated to give
this work with extreme nicety.

The "British Medical Journal" says—"Benger's Food
has, by its excellence established a reputation of its own."
Benger's New Bazaar deals with the most common diseases and difficulties which
mothers have to encounter. It is sent post free on application to Benger's Food, Ltd.,
Otter Works, Manchester, England.
Benger's Food is sold in sizes by Druggists, etc., everywhere.

FASHIONS AND FANCIES.

AT THE SEA.

People going to foreign watering places find that the honoured blue serge coat and skirt of England will hardly suffice for the needs of the plage. French women regard the sea rather in the light of a social function, and when they go into it do in scarlet silk boots, and elaborate costumes, gloves to the elbows, bewitchingly laced, and not unfrequently veiled. So arrayed, they stand, not like Ruth, among the alien corn, but in a sea which will drive them away by any inconsiderate attempt at a wave, however small. They are not likely to be more careless beside the sea than they are in it, and consequently the outfit that goes from Paris to Trouville, Dieppe, or some other centre of seaside enjoyment, are very extensive. This is also the case in England in such places as Brighton, where the sea is little more than an admirable back-cloth for a social pageant.

THE ONE-PIECE DRESS.

The incipient belt and skirt arrangement, whose revival has been traced in recent fashions, has given way again for seaside purposes to the one-piece frock, which is more convenient and more practical. The waist, however, is almost in the right place, and in nearly all the smartest frocks for this purpose a belt is at least simulated either back or front, and frequently all the way round. This is often done by the simple method of gathering in three rows of gauging the fulness of the frock round the waist. It follows that the skirts are fairly full, and the restricting band round the knee is much relaxed for seaside wear.

THE FREE SKIRT.

It has been noticed at the last few gatherings of both French and English women of the highest class that the very tight skirt has not been favoured, nor any band round the knee. At the most the waist was gathered into a fairly deep hem, but this was not exaggeratedly close about the ankles. This amounts to no less than a deliverance. Before going to the seaside some such release was necessary, for even ultra-smart women have too much sense of humor to go twirling and hopping like flocks of robins along a seashore parade.

THE FISHWIFE DRESS.

This old favourite is with us again, and it is skilfully adapted to act as an intermediate stage between the narrow skirt and the full. This is done by making a fairly narrow skirt turned up just below the knees for seven or eight inches, and revealing a plaited petticoat beneath it. A curiously persistent feature of to-day's fashions is a skirt which is continued above the waist in a sort of breast-plate held with buttons. The most graceful thing to do with this continuation is to split it into bell-shaped flaps across the shoulders. If it steps deal it cuts the figure up badly.

HATS ON THE PLAGE.

Although very large hats are an abominable nuisance by the sea, and small toques have been favoured by the well-dressed at recent race meetings, many women who are suited by the picturesque style of headgear are unwilling to give it up entirely, and consequently we have wide brims in fine straw, turned up and down in most unexpected places, and all very pictorial in their conception. Ostrich feathers not being permissible, enormous tufts of roses or other flowers, or of gold and silver oats, take their place, and ruches of chiffon can be used by the skilful milliner to look very neatly as soft and pretty as feathers. Tulle is even better; but it gets sticky and limp by the sea. Hats, measuring bows, loops and twists of ribbon are seen on many seaside hats, and one bold toque of very fine grey straw is lined with a frilling of white spotted muslin that appears about as inch below the brim, and has for its sole trimming a burst of spangled muslin loops at one side, standing about fifteen inches high. Several hats are loaded with flowers across their crowns, and oak, wheat, barley, &c., are the favourite softeners to take the place of feathers.

BRODERIE ANGLAISE AND PAISLEY.

Only the general mourning prevailing in England from adopting the Kashmir designs familiarised to us by Paisley shawls, which Paris has adopted with so much ardour this year. Now that colour is again permissible, a number of charming fabrics in these mixed colours are obtainable, and some of the prettiest are in very soft delaines, which look particularly charming when veiled with chiffon or the finest of India muslin for afternoon gowning by the sea or in the country. Some of the smartest hats have the crowns covered with stretched Paisley silk, with a brim of plain white silk edged on the inner side with a band of the figured. These look very pretty with frocks to match. Broderie anglaise is even more fashionable than ever this year, very finely done on very large and very open-work patterns. This, of course, means that their linings become very important, because they show more than would through smaller holes. A pretty frock of broderie anglaise is of so pale a blue that it gives the impression that it was worn over pale blue, and is streak white—an impression which is contradicted by the fact that through several little holes of the embroidery there shows a delicious shade of pale rose-coloured silk.

THE COLLARLESS DRESS.

On the Continent the absence of the collar has not been enough to satisfy the fashion, and morning frocks are worn cut so low that they would almost do for demi-toilette. In dresses which have the long lines from the shoulder, folding over at the waist, there will be a piece cut squarely at the top about three inches from the base of the throat, while circular yokes are even lower both back and front. This is a fashion which suits the very young and very pretty, but at the same time is a particularly dangerous one. The first time the wearer of these low necks gets into evening dress she will find a sharp line of demarcation from brown to white in a place even more unbecoming than when it comes below the chin or even at the base of the throat. Wearers of blouses inserted with lace know well the horrid appearance they have in evening dress after exposure to the sun, and one must remember that an hour or two of sunbathing will do more in the way of sunburn than days away from the sea.

A WORD ON SLEEVES.

Sleeves are close-fitting, and neither short nor long; that is to say, they come round the elbow for two or three inches, and can be worn with 12-button length gloves. The one trouble about this is that a frilling half-way between elbow and wrist is rather an interruption, and yet a straight line in the same place is very ugly.—X. AND Z. IN THE GLOBE.

DINNEFORD'S

The Physician's Cure for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

DINNEFORD'S MAGNESIA

MAGNESIA

COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU Its refreshing and exhilarating effects are a revelation to those who have never tried it before.

"WINCARNIS" has a charm all its own, which you cannot fail to appreciate.

The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis, gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Power to Men, Women and Children.

BUY IT TO-DAY

From any leading Chemist.

MUSTARD & COMPANY.

Wholesale Distributors for China and Hongkong. No. 22, Museum Road, Corner of Soochow Road, Shanghai. [719]



VESSELS EXPECTED.

THE INDIAN MAIL.

The Indo-China str. *Fooksing* from Calcutta and the Straits left Singapore for this port on the 10th instant.

THE CANADIAN MAIL.

The C.P.R. Co.'s str. *Empress of China* arrived at Nagasaki at 7 a.m. on the 13th inst., and left again at 4 p.m. same day for Shanghai, where she is due to arrive at 5 a.m. on the 15th instant.

THE AMERICAN MAIL.

The T.K.K. str. *Chiyo Maru*, from San Francisco, will leave Yokohama en route to Hongkong on the 8th inst., and will arrive on the 19th instant.

The P.M. str. *Asia* sailed from San Francisco on the 26th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 23rd inst.

MERCHANT STEAMERS.

The N.Y.K. str. *Aisuta Maru* (European Line) left Shanghai for this port on the 12th instant, and is expected here to-morrow at daylight.

The T.K.K. str. *Kiyo Maru* from South American and Mexican ports, arrived at Yokohama on the 25th ultime, and is due to arrive here to-morrow.

The Austrian Lloyd's str. *Vorwärts* left Singapore for this port on the 10th instant p.m., and is due here to-morrow at daylight.

The Mogul Line str. *Lathian* left United Kingdom on the 10th ultime for Hongkong via Straits.

The Mogul Line str. *Pathan* sailed from the United Kingdom on the 2nd instant for Hongkong via Straits.

The "Bon" Line str. *Bendoran*, from Leith, Middlesex and London, left Singapore on the 10th instant for this port.

The N.Y.K. str. *Akina Maru* (European Line) left Singapore for this port on the 12th instant, and is expected here on the 17th inst.

The Indo-China str. *Kumsang* left Calcutta for the Straits and Hongkong on the 5th inst., and is due here on or about the 21st inst.

The Bank Line Ltd.'s str. *Sisterie* left Vancouver, B.C., on the 3rd instant, and is due to arrive at Yokohama on the 25th inst.

The O.S.K. str. *Panama Maru* left Tacoma for this port via Japan and Manila on the 6th instant, and is expected to arrive here on or about the 13th prox.

PASSENGERS ARRIVED.

Per Kwangtung, from Shanghai, Mr. A. Shell.

Per Hatchings, from Coast Ports, Messrs. Watkins, George, Cavahle and Parkins.

Per Kwangtung, for Hongkong, from Shanghai, Mr. Petrie; from Swatow, Mr. Manning.

Per Ville de la Ciotat, from Marseilles, &c., Lt. Col. M. Nogueira Soure, Mr. John Yunker and R. E. Lecante.

Per Prinz Waldegrave, from Kobo, for Sydney, Messrs. C. H. Moore, W. Bruce, Demetrio, Antón and Gregor, for Manila, Mr. A. E. Verrall; from Yokohama, for Rabaul, Messrs. B. Shiba, T. Suzuki and C. Okawa.

DEPARTED.

Per Rubi, for Manila, Mr. Lucia Sisario, Mr. Tsoo Dimble, M. A. A. Schell and Mr. Paul Inbert.

Per China, for San Francisco, Mr. and Mrs. C. E. Bowker, Mr. G. Cecil Wright, Mr. L. M. Gee, Mrs. W. C. Graves, Miss V. Tolchart, Miss C. B. Young, Miss H. Hanlon, Mr. Geo. Borro, Mr. G. Freeman, Mr. and Mrs. H. K. Knowler and infant, Mr. W. H. Mahon, infant and servant, Mr. M. W. Mahon, Jr., Miss V. I. Mahon, Mr. and Mrs. Thos. W. Kidd, Mr. E. P. Long, Capt. and Mrs. B. A. Craig and infant, Mr. J. Craigton, Mr. A. R. Patrick, Mrs. H. S. Patrick, Mr. J. L. Hin, Mr. S. Tait, Mr. C. F. Kenneth, Mrs. N. Hayman, Mr. H. A. Walsh, Mr. N. Norman, Mr. and Mrs. F. S. Minott and servant, Mrs. E. C. Perry, Mr. H. R. Emerson, Mr. Chas. S. Wright, Mr. See and servant, Mr. W. T. Lee, Mr. W. Hughes, Mrs. C. S. Weight, Miss L. Cook, Miss J. Williamson, Miss L. Glasscock, Miss H. Glasscock, Mr. W. W. Brister and Mr. E. S. Barrows.

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

THORNE'S OLD VAT



SCOTCH WHISKY.

GOL AGENTS IN HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.



These tiny Capsules—superior to Copiaiba, Cubeb, and Injections—CURE the same diseases as these drugs in FORTY-EIGHT HOURS without inconvenience.

Each Capsule bears the name.

Paris, 8, rue Vivienne
Sold by all Chemists.

HONGKONG TIDE TABLE.

From August 11th to 17th, 1910.

HIGH WATER.

LOW WATER.

Hongkong Mean Time.

Hongkong Mean Time.

Height.

Height.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 14th

Previous Day
at 4 p.m.

On Date at
10 a.m.

On Date at
4 p.m.

Barometer

Temperature

Humidity

Wind Direction

Force

Weather

Cloud

Wind

Sea

Cloud

TO-DAY
3 P.M.—Auction of Crown Land at Public Works Dept.

FORTHCOMING EVENTS.
Tuesday and Wednesday, 16th and 17th Aug.—Auction of Naval and Victualling Stores, at H.M. Naval Establishments, by Messrs. Hughes & Hough, 10 A.M.
Saturday, 20th August—Ordinary Half-Yearly Meeting of Hongkong & Shanghai Banking Corporation, at City Hall, Noon.

SHIPPING.**AARRIVALS.**

ASTREA, British cruiser, 4,360—Frank D. C. Ryan, 13th August—Shanghai 10th Aug.
HAWKING, British str., 1,267, W. C. Passmore, 14th August—Foochow, Amoy via Swatow 11th August—General—Douglas, Leyland & Co.
HANOI, French str., 630, J. Pannier, 13th Aug.—Haiphong and Hoitow 12th August, General—A. R. Marte.
JOSHIN MARU, Japanese str., 702, Y. Yamamoto, 14th August—Anping and Swatow 13th Aug.—General—Osaka Shoson Kaisha.
KIANG PING, Chinese str., 1,222, H. Udden, 13th August—Toumen 9th August, General—Tung Lee & Co.
KWANTUNG, Chinese str., 1,536, E. H. Pratt, 12th August—Shanghai 9th August, General—C. M. S. N. Co.
KWONGSANG, British str., 1,422, Boehard, 14th August—Shanghai 9th via Swatow 13th August, General—Jurdine, Matheson & Co.
MACHE, French str., 1,831, Gory, 14th Aug.—from Haiphong, General—Messageries Maritimes.
PRINZ WALDEMAR, German str., 1,737, Fr. Jako, 13th August—Yokohama and Kobe 3rd August, General—Melschers & Co.
RAJAH, German str., 1,275, H. G. Rohr, 12th August—Bangkok 7th August, Rice—Butterfield & Swire.
SIGNAL, German str., 940, J. Loeser, 13th August—Hongkong and Hoitow 12th Aug., General—Jobson & Co.
SZECHUEN, British str., 1,142, Sidford, 13th August—Wakamatsu 7th August, Coal—C. N. Co.
THORDIN, Norwegian str., 1,071, Jorgensen, 13th August—Bangkok 6th Aug., Rice—Asgaard, Thorsen & Co.
TIJKINI, Dutch str., 2,326, H. Koops, 14th August—Amoy 13th August, General—Java-China Japan Lijn.
VILLE DE LA CIOTAT, French str., 3,997, Barillon, 14th August—Saigon 11th Aug., Mails and General—Messageries Maritimes.

DEPARTURES.

13th August.
BENCLUGH, British str., for Kuching.
CHINA, American str., for San Francisco.
DAIGI MARU, Japanese str., for Kobe.
HANGHOU, British str., for Saigon.
HUICHOU, British str., for Tientsin.
ISCHIA, Italian str., for Singapore.
KWANTUNG, Chinese str., for Canton.
LOYAL, German str., for Hongay.
RUDI, British str., for Manila.
WAISHING, British str., for Hongay.
YATSHING, British str., for Bangkok.
14th August.
ANHUI, British str., for Shanghai.
CHIHLI, British str., for Cebu.
CHIYUEN, Chinese str., for Shanghai.
ESANG, British str., for Shanghai.
GENNOLE, British str., for Amoy.
HAIMUN, British str., for Swatow.
KIANG PING, Chinese str., for Chinkiang.
NAKAMARU, Japanese str., for Moji.
MATHILDE, German str., for Haiphong.
SCANDIA, German str., for Singapore.
SIGNAL, German str., for Swatow.
SZECHUEN, British str., for Canton.

VESSELS ON THE BERTH

For SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship

"CATHERINE APCAR," Captain G. F. Hudson, will be despatched for the above Ports on WEDNESDAY, the 17th inst., at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., LTD., Agents.

Hongkong, 15th August, 1910. [934]

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship "ALBENGA," Captain Lorenzen, will be despatched to the above Port, or about the 17th August.

For Freight apply to CARLOWITZ & Co., Agents.

Hongkong, 26th July, 1910. [862]

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILING FROM HONGKONG.

FOR NEW YORK.

S.S. "BRAEMAR" ... About 26th August.

FOR BOSTON AND NEW YORK.

S.S. "DENNOX" ... About 3rd Sept.

For Freight and further information, apply DODWELL & Co., LTD., Agents.

Hongkong, 10th August, 1910. [901]

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRAZILS to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, and ADRIATIC PORTS).

THE Company's Steamship "

"SILESIA,"

Captain Radomich, will be despatched as above on SATURDAY, the 27th inst., P.M.

This Steamer has capital accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor.

For information as to Passage and Freight apply to SANDER, WIELER & Co., Agents.

Princes' Buildings.

Hongkong, 1st August, 1910. [3]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & BIG	BESTE.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, HULL & ANTWERP	CARMARTHENSHIRE	Brit str.	—	Daniels	JARDINE, MATTHESON & CO., LTD., P. & O. S. N. CO.	About 20th inst.
LONDON, &c., VIA USUAL PORTS OF CALL	DEVANHA	Brit str.	k. w.	H. Powell	HAMBURG-AMERICA LINE	On 20th inst., at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SAMHIA	Ger. str.	—	Muller	HAMBURG-AMERICA LINE	On 10th Sept.
HAVRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Peter	HAMBURG-AMERICA LINE	On 20th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SPEZIA	Ger. str.	k. w.	Faas	HAMBURG-AMERICA LINE	On 10th Sept.
MARSEILLES, &c., VIA PORTS OF CALL	POLYNESIEN	French str.	—	Bruno	MESSEGERIES MARITIMES	To-morrow, at 1 P.M.
MARSEILLES, HAVRE, COPENHAGEN, &c.	INDEN	Dan str.	—	MELCHERS & CO.	—	To-morrow
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	APUSTA MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 17th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HITACHI MARU	Jap. str.	k. w.	N. Matheson	NIPPON YUSEN KAISHA	On 31st inst., at D'light
MARSEILLES, I.—DON & ANTWERP VIA SINGAPORE, &c.	SAXONIA	Ger. str.	—	Bahle	HAMBURG-AMERICA LINE	On 31st inst.
MARES, GENOA, ALGIERS, GIBRALTAR, &c.	MIYAZAKI MARU	Jap. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 14th Sept., at D'light
TIESTE, &c., VIA SINGAPORE, &c.	PRINZ LUDWIG	Am. str.	—	F. v. Binsz	MELCHERS & CO.	On 24th inst., at Noon.
NEW YORK	SILESIA	Am. str.	—	E. Radonicich	SANDER, WIELER & CO.	On 27th inst., P.M.
BOSTON & NEW YORK	BRASMAAR	Brit str.	k. w.	DODWELL & CO., LTD.	DOODWELL & CO., LTD.	About 26th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	ALBENGA	Brit str.	2 m.	Lorenzen	CARLOWITZ & CO.	About 17th inst.
VICTORIA, B.C. VANCOUVER, TACOMA, &c.	LENNOX	Brit str.	—	H. E. Dowall	DODWELL & CO., LTD.	About 3rd Sept.
VANCOUVER (DIRECT)	MONTAGUE	Brit str.	—	—	CANADIAN PACIFIC R. CO.	To-morrow, at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	REDHILL	Brit str.	—	—	CANADIAN PACIFIC R. CO.	On 23rd inst.
EMPERESS OF CHINA	AWA MARU	Brit str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 27th inst., at 6 P.M.
TAIWAN	TAHAMA MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 13th Sept., at D'light
TACOMA MARU	TAICHO MARU	Jap. str.	—	H. Sato	NIPPON YUSEN KAISHA	On 31st Sept., at D'light
YOKOHAMA	KYO MARU	Jap. str.	—	H. Yamamoto	OSAKA SHOSEN KAISHA	On 23rd inst., at Noon.
YOKOHAMA AND KOBE	YOKOHAMA MARU	Jap. str.	—	L. Dawson	TOYOKA KISEN KAISHA	On 7th Sept., at Noon.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA MARU	Jap. str.	—	M. Winckler	TOYOKA KISEN KAISHA	On 23rd inst., at Noon.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA MARU	Jap. str.	—	T. Sekine	TOYOKA KISEN KAISHA	On 23rd inst., at D'light
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 30th Sept., at Noon.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA MARU	Jap. str.	—	D. Lenox	MELCHERS & CO.	On 22nd inst., at Noon.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA MARU	Jap. str.	—	Z. Skrine	NIPPON YUSEN KAISHA	About 23rd inst.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA MARU	Jap. str.	—	V. McClymont-Liddell	JAVA-CHINA-JAPAN LINN	On 31st inst., at Noon.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA MARU	Jap. str.	—	JARDINE, MATTHESON & CO., LTD.	—	Quick despatch.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA MARU	Jap. str.	—	—	—	On 21st inst., at D'light
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA MARU	Jap. str.	—	—	—	To-day, P.M.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA MARU	Jap. str.	—	—	—	On 17th inst., at Noon.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA MARU	Jap. str.	—	—	—	On 18th inst., at D'light
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA MARU	Jap. str.	—	—	—	On 19th inst., at D'light
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA MARU	Jap. str.	—	—	—	On 19th inst., at Noon.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA MARU	Jap. str.	—	—	—	About 24th inst.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA MARU	Jap. str.	—	—	—	About 25th inst.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA MARU	Jap. str.	—	—	—	On 8th Sept.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA MARU	Jap. str.	—	—	—	End of Sept.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA MARU	Jap. str.	—	—	—	Quick despatch.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA MARU	Jap. str.	—	—	—	On 17th inst.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA MARU	Jap. str.	—	—	—	To-morrow.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA MARU	Jap. str.	—	—	—	To-morrow, at 10 A.M.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA MARU	Jap. str.	—	—	—	On 21st inst., at 10 A.M.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA MARU	Jap. str.	—	—	—	On 17th inst., at 4 P.M.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA MARU	Jap. str.	—	—	—	On 19th inst., at 10 A.M.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA MARU	Jap. str.	—	—	—	To-morrow, at 4 P.M.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA MARU	Jap. str.	—	—	—	On 19th inst., at 4 P.M.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA MARU	Jap. str.	—	—	—	On 23rd inst., at 10 A.M.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA MARU	Jap. str.	—	—	—	To-morrow, at 4 P.M.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA MARU	Jap. str.	—	—	—	On 23rd inst., at 4 P.M.
YOKOHAMA, KOBE & YOKOHAMA	YOK					

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA	Daylight 16th Aug.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL.....	DEVANHA	Noon, 20th Aug.	See Special Advertisement.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SYRIA	About 25th Aug.	Freight and Passage.
For further Particulars, apply to	E. A. HEWETT, Superintendent		

Hongkong, 15th August, 1910.

CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 16th Aug., 4 P.M.
SWATOW, CHEFOO & TIENSIN	"HUICHOW"	On 17th Aug., 4 P.M.
MANILA, ZAMBOANGA, THUSS DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE	"TAIYUAN"	On 31st Aug., 3 P.M.
BANE, SYDNEY & MELBOURNE	DIRECT SAILINGS TO WEST RIVER, Twice Weekly.	

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHEVAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment of Woosung. FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to— BUTTERFIELD & SWIBB, Agents. 10

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 16th Aug., at 10 A.M.
"HAITAN"	Capt. J. W. Evans	FRIDAY, 19th Aug., at 10 A.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 23rd Aug., at 10 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"

Capt. A. E. Stewart (WED'DAY, 17th Aug., at 10 A.M.)

Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier). During the Months of August and September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to— DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 13th August, 1910.

EAST ASIATIC CO., LTD.
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LTD.
ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSELLES, *HAVRE, COOPEN-HAGEN and ST. PETERBURG	"INDIEN"	On 16th August.
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	End of September.

For Further Particulars apply to MELCHERS & CO., AGENTS.

Hongkong, 13th August, 1910.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL.
SHANGHAI	"KWONGSANG"	Wednesday, 17th Aug., Noon.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Friday, 19th Aug., Noon.
MANILA	"LOONGSANG"	Friday, 19th Aug., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 20th Aug., Noon.
TIENSIN	"CHEONGSHING"	Sunday, 21st Aug., Daylight.
MANILA	"YUENSANG"	Friday, 26th Aug., 4 P.M.

RETURN TOURS TO JAPAN.

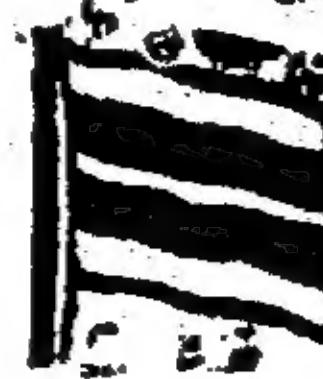
OCCUPYING 24 DAYS.
The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light. Taking cargo on through Bills of Lading to Yangtze Ports, Chafou, Tientsin & Nowchwang Telephone No. 215, Sul-Erik 4.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Hongkong, 15th August, 1910.

GENERAL MANAGER [14]

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS.

DESTINATIONS	STEAMERS	TONS.	SAILING DATES.
MARSELLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	ATSUTA MARU	WED'DAY, 17th Aug., at Daylight	
SHANGHAI, MOJI, KOBE and YOKOHAMA	HITACHI MARU	WED'DAY, 31st Aug., at Daylight	
SYRIA	MIYAZAKI MARU	WED'DAY, 14th Sept., at Daylight	
VICTORIA B.C. & SEATTLE	SADO MARU	SATURDAY, 10th Sept., from Kobe, 7,000	

DESTINATIONS	STEAMERS	TONS.	SAILING DATES.
VICTORIA B.C. and SEATTLE, via KEELUNG,	TAMBA MARU	TUESDAY, 16th Aug., at 4 P.M.	
SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	AWA MARU	TUESDAY, 13th Sept., at 4 P.M.	
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU	FRIDAY, 2nd Sept., at Noon	
BOMBAY via SINGAPORE and COLOMBO	BINGO MARU	FRIDAY, 30th Sept., at Noon	
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU	WED'DAY, 31st Aug., at Noon	

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	SHANGHAI	Second half of Aug.	JAVA	Second half of Aug.
TJILATJAR	JAVA	Second half of Aug.	JAPAN	Second half of Aug.
TJIPANAS	JAPAN	Second half of Aug.	JAVA	Second half of Aug.
TJIBODAS	JAPAN	First half of Sept.	JAVA	First half of Sept.
TJILIWONG	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
TJIMAH	JAVA	Second half of Sept.	JAPAN	Second half of Sept.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the JAVA-CHINA-JAPAN LIJN.
York Buildings, 1st Floor.
Hongkong, 13th August, 1910.

Telephone No. 375.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.	
Connecting at TACOMA with THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.	
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.	
(The only direct train service without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.	
FOR STEAMERS	
TACOMA VIA KEELUNG, MOJI, KOBE and YOKOHAMA	
TACOMA MARU	
Capt. H. Yamamoto	
6,178	
WED'DAY, 7th Sept., at Noon.	
ANPING VIA SWATOW, AMOY and YOKOHAMA	
"PANAMA MARU"	
Capt. T. Ogata	
6,059	
WED'DAY, 21st Sept., at Noon	

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best

**GEBRUEDER LENK,
RODEWISCH I.V.
MANUFACTURERS OF
BERLIN WOOL.**

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA :
HUGO C. A. FROMM,
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

[43-2]

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

The Arcadia, with the English mail of the 22nd July, left Singapore on Friday, the
12th inst., at 5.00 p.m., and may be expected here on Wednesday, the 17th inst., at about 6 a.m.
This packet brings the parcel-mails closed in London for despatch by the all sea route on the
13th July, and for despatch overland on the 20th July.

TO	PER	DATE
Swatow, Amoy and Tamsui	Joshin Maru	Monday, 15th, 11.00 A.M.
Macao	Sui Tai	Monday, 15th, 1.15 P.M.
Ulobo and Cobu	Kai-feng	Monday, 15th, 3.00 P.M.
Singapore and Durban	Fericie	Monday, 15th, 5.00 P.M.
Hollow and Haifong	Hanoi	Tuesday, 16th, 9.00 A.M.
Swatow, Amoy and Foochow	Haiching	Tuesday, 16th, 9.00 A.M.
KEELUNG, SHANGAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.)	Montezuma	Tuesday, 16th, 10.00 A.M.
Tientsin	Chongching	Tuesday, 16th, 10.00 A.M.
Singapore, Penang and Calcutta	C. Appear	Tuesday, 16th, 10.00 A.M.
Shanghai	Kwongsang	Tuesday, 16th, 10.00 A.M.
Printed Matter and Samples		10.00 A.M.
Registration ...		10.00 A.M.
(Registration with late fee of 10 cents, up to 10.45 A.M.)		
Registration, Kowloon B.O.		10.00 A.M.
No late fee.		
Letters		11.00 A.M.
Polyacien		Tuesday, 16th, 1.00 P.M.
Bangkok	Pitsanulok	Tuesday, 16th, 1.15 P.M.
Macao	Sui Tai	Tuesday, 16th, 3.00 P.M.
Keelung, Shanghai, Moji, Kobo, Yokohama, Shimidzu, Yokohama, Victoria B.C. and Seattle Wash.	Tambo Maru	Tuesday, 16th, 3.00 P.M.
Manila	Tean	Tuesday, 16th, 5.00 P.M.
Singapore, Penang and Colombo	Afusa Maru	Wednesday, 17th, 9.00 A.M.
Swatow	Haimur	Wednesday, 17th, 9.00 A.M.
Swatow, Amoy and Anping	Sosha Maru	Wednesday, 17th, 11.00 A.M.
Shanghai	Kwongsang	Wednesday, 17th, 11.00 A.M.
Singapore, Penang and Calcutta	C. Appear	Wednesday, 17th, 1.15 P.M.
Macao	Sui Tai	Wednesday, 17th, 3.00 P.M.
Swatow, Chefoo and Tientsin	Huichow	Wednesday, 17th, 5.00 P.M.
Shanghai	Arcadia	Thursday, 18th, 1.15 P.M.
Macao	Sui Tai	Friday, 19th, 9.00 A.M.
Swatow, Amoy and Foochow	Haitan	Friday, 19th, 11.00 A.M.
Shanghai, Kobe and Moji	Poosang	Friday, 19th, 1.15 P.M.
Macao	Sui Tai	

EUROPE, &c., INDIA VIA TUTICOBIN
(Late Letters 11.00 A.M. to NOON. Extra
Postage 10 cents)

Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

TO	PER	DATE
Bangkok	Pitsanulok	Tuesday, 16th, 1.00 P.M.
Macao	Sui Tai	Tuesday, 16th, 1.15 P.M.
Keelung, Shanghai, Moji, Kobo, Yokohama, Shimidzu, Yokohama, Victoria B.C. and Seattle Wash.	Tambo Maru	Tuesday, 16th, 3.00 P.M.
Manila	Tean	Tuesday, 16th, 5.00 P.M.
Singapore, Penang and Colombo	Afusa Maru	Wednesday, 17th, 9.00 A.M.
Swatow	Haimur	Wednesday, 17th, 9.00 A.M.
Swatow, Amoy and Anping	Sosha Maru	Wednesday, 17th, 11.00 A.M.
Shanghai	Kwongsang	Wednesday, 17th, 11.00 A.M.
Singapore, Penang and Calcutta	C. Appear	Wednesday, 17th, 1.15 P.M.
Macao	Sui Tai	Wednesday, 17th, 3.00 P.M.
Swatow, Chefoo and Tientsin	Huichow	Wednesday, 17th, 5.00 P.M.
Shanghai	Arcadia	Thursday, 18th, 1.15 P.M.
Macao	Sui Tai	Friday, 19th, 9.00 A.M.
Swatow, Amoy and Foochow	Haitan	Friday, 19th, 11.00 A.M.
Shanghai, Kobe and Moji	Poosang	Friday, 19th, 1.15 P.M.
Macao	Sui Tai	

HINTS TO DECORATORS

FOR USING

Hall's Sanitary Washable Distemper.

To Mix for use, add about one pint of water to 5 lbs. of Distemper and stir to the consistency of a good thick cream. (These quantities are only approximate and judgment must be exercised in the mixing.) If the Distemper has become stiff, hot water should be used, as it mixes more readily.

Whiting Lime should be washed off the walls or ceiling before applying the Distemper. Wall papers may be painted without removing them, if the pattern is not too prominent and if the paper contains no gold, but two coats will probably be required.

When walls are very porous or repainted, causing too much or unequal suction, we recommend a coat of size before using the Distemper. This prevents suction, and the Distemper, when dry, is more washable than it otherwise would be. For very damp walls give a first coat of "SECO". Damp Resister, also apply this to all damp patches and to places where the lime or salt is working through the plaster.

While Distemper No. 6 is made for ceilings and is not quite so washable as the other colours, when necessary to brighten any of the shades, Cream, (No. 17) should be used for mixing instead of white.

Distemper must not be used for altering the shades, as they take away the binding properties of the Distemper and do not mix evenly.

All shades marked * by the side of the numbers in Colour Book and on the show-cards, may be used for non-plastered walls. Any other shades should not be used on damp plaster.

The Distemper should not be mixed too thinly, one coat is usually sufficient even on new work, and will give a result equal to two coats of oil paint.

Three weeks after application but not before, the Paint can be washed. This operation should be done with a sponge wetted with tepid water and passed gently over the wall.

AGENTS —

WILLIAM C. JACK & CO., LTD.,

14, DES VIEUX ROAD CENTRAL, HONGKONG.

[40]

CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS

OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

LONDON ADDRESS:
3A, NEW LONDON STREET, MARK LANE, LONDON, E.C.

BENEDICTINE, D.O.M.

BRANDY ★★★

" ★★

" *

" IMPERIAL WHISKY"

(A MAGNIFICENT BRAND, SPECIALLY
SELECTED FOR THE FAR EAST.)

WHISKY, PALL MALL

WHISKY, JOHNNIE WALKER'S

OLD HIGHLAND

WHISKY, D.O. WHITE LABEL

WHISKY, C.P. & CO.'S "SPECIAL

BLEND"

PORT WINE, INVALIDS

PORT WINE, DOURO

SHERRY, LA TORRE

SHERRY, AMORESCO

THE ABOVE ARE EXCLUSIVELY SHIPPED TO
SIEMSSEN & CO.,
HONGKONG AGENTS.

45-41



PRICES ON APPLICATION.

The Smoking Mixture of Many Merits.

WILL'S CAPSTAN MIXTURE



Skilfully blended of carefully selected growths of Leaf, it will be found perfect in combustion and a delightfully cool and sweet smoke of delicate aroma.

"Let those smoke now who never smoked before.
And those who always smoked now smoke the more."

Mild, Medium and Full Strengths.

SOLD EVERYWHERE.

[41]

COMMERCIAL

EXCHANGE
CLOSING QUOTATIONS.

August 13th.

ON LONDON —	Telegraphic Transfer	191
	Bank Bills, on demand	193
	Bank Bills, at 30 days' sight	198
	Bank Bills, at 4 months' sight	194
	Credits, at 4 months' sight	192
	Documentary Bills, 4 months' sight	190
ON PARIS —		
	Bank Bills, on demand	261
	Credits, at 4 months' sight	238
ON GERMANY —		
	On demand	183
ON NEW YORK —		
	Bank Bills, on demand	433
	Credits, at 60 days' sight	48
ON BOMBAY —		
	Telegraphic Transfer	134
	Bank, on demand	134
ON CALCUTTA —		
	Telegraphic Transfer	134
	Bank, on demand	134
ON SHANGHAI —		
	Bank, at sight	74
	Private, 30 days' sight	75
ON YOKOHAMA —	On demand	88
ON MANILA —	On demand	88
ON SINGAPORE —	On demand	76
ON BATAVIA —	On demand	107
ON HAIPHONG —	On demand	24
ON SAIGON —	On demand	24
ON BANGKOK —	On demand	86
OVERSEAS, Bank's Buying Rate	\$11.10	
GOLD LEAP, 100 fine, per tael	\$58.40	
BAR SILVER, per oz.	24.2	
SUBSIDARY COINS.		
Chinese	20 cents pieces	96.22 discount
Chinese	10	16.82
Hongkong	20	56.00
Hongkong	10	35.94



JUST THE ROOFING MATERIAL REQUIRED IN HONGKONG.

ASBEST-CEMENT PLATES
"DURABILIT"

HAVE THE FOLLOWING ADVANTAGES:

Considerable and lasting elasticity.

Extraordinary firmness and resisting power against pulling, pushing or punching.

Absolutely weather and fire-resisting and perfectly waterproof.

Perfectly even surface.

Non-heat-conducting.

Very small specific weight.

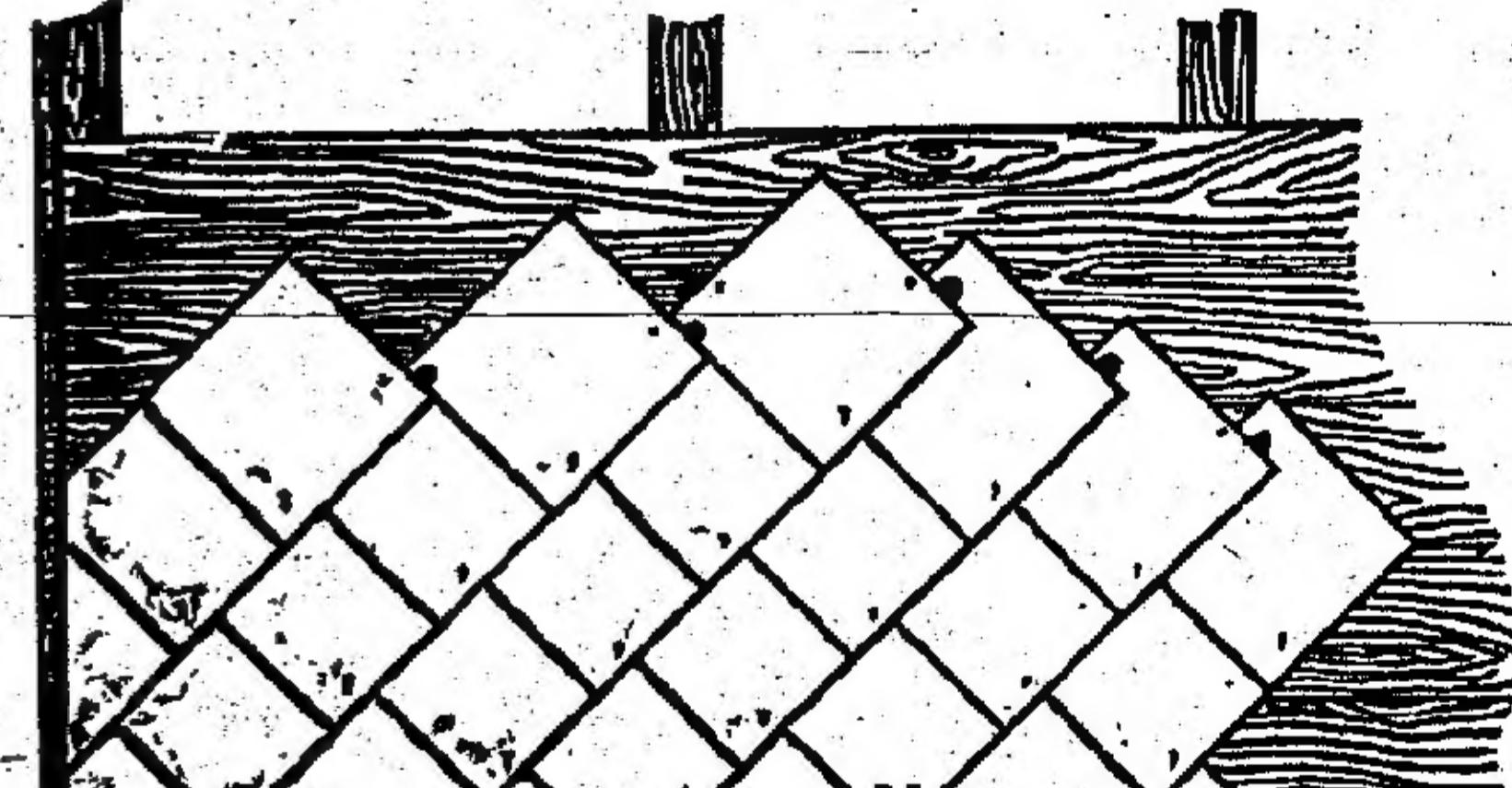
Lighter than any other material.

Does not crack or lose its colour.

Very pleasing appearance.

EASILY AND QUICKLY LAID, a hammer being the only tool required.

On account of the special system of fixing the plates, they will stand the heaviest storms without the slightest damage.



A miniature sample roof, covered with the material, may be seen at our Office.

May also be used for a variety of other purposes, such as Ceilings, coverings of walls, tiling round ovens and stoves, floorings, and particularly to cover the walls of Hospitals, Barracks, Schools, etc.

For Prospects, samples and all other information, apply to the Agents.

SIEMSSEN & CO.,
(Machinery Dept.), Hongkong.

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